

must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. Specifically, address whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., e.t. Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: December 12, 1997.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary.

[FR Doc. 97-32940 Filed 12-16-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Research and Development Programs Meeting Agenda

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice provides the agenda for a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will describe and discuss specific research and development projects.

DATES AND TIMES: As previously announced, NHTSA will hold a public meeting devoted primarily to presentations of specific research and development projects on December 17, 1997, beginning at 1:30 p.m. and ending at approximately 5:00 p.m.

ADDRESSES: The meeting will be held at the Clarion Inn, Detroit Metro Airport, 9191 Wickham Road, Romulus, Michigan.

SUPPLEMENTARY INFORMATION: This notice provides the agenda for the nineteenth in a series of public meetings to provide detailed information about NHTSA's research and development programs. This meeting will be held on December 17, 1997. The meeting was announced on December 3, 1997 (62 FR 64041). For additional information about the meeting, consult that announcement.

Starting at 1:30 p.m. and concluding by 5:00 p.m., NHTSA's Office of

Research and Development will discuss the following topics:

Research and Development Update;
Crash Injury Research and Engineering Network;
General Motors Settlement Briefing, Fire Safety Research;
Update on Crashworthiness Research Activities Including Upgraded Side Crash Protection, Improved Frontal Crash Protection, and Restraint Systems for Rollover Protection;
Benefits Analysis of the Inflatable Tubular Structure; and
Update of Research on Family of Dummies.

NHTSA has based its decisions about the agenda, in part, on the suggestions it received in response to the announcement published December 3, 1997.

As announced on December 3, 1997, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing to Raymond P. Owings, Ph.D., Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

FOR FURTHER INFORMATION CONTACT: Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, S.W., Washington, DC 20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: December 11, 1997.

Raymond P. Owings,

Associate Administrator for Research and Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3154]

Cooper Tire & Rubber Company; Receipt of Application for Decision of Inconsequential Noncompliance

Cooper Tire & Rubber Company (Cooper) of Findlay, Ohio has determined that some of its tires fail to comply with the labeling requirements of 49 CFR Part 574 "Tire Identification and Recordkeeping," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Cooper has also applied to be exempted from the notification and remedy requirements of 49 U.S.C.

Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Although the applicant expresses noncompliance with Part 574, NHTSA considers this to be a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 119, New pneumatic tires for vehicles other than passenger cars. Paragraph S6.5(b) of FMVSS No. 119 requires each tire to be marked with a "tire identification number" required by Part 574 of this chapter. If a tire lacks this number, it fails to comply with FMVSS No. 119 and is subject to notification and remedy.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

In § 574.5(d) Fourth Grouping—The manufacturer is required to identify the week and year of manufacture using three symbols. The first two symbols identify the week of the year using "01" for the first full calendar week in each year. The third symbol identifies the year. The purpose of this information is to facilitate the notification of purchasers regarding defective or non-conforming tires, pursuant to Sections 30118 and 30119 of Title 49, United States Codes, so that the appropriate action can be taken in the interest of public safety—such as, a safety recall notice.

During the thirty-second production week of 1997, Cooper produced and inadvertently shipped twenty-eight (28) tires without the date code. This occurred after the tires originally were labeled with the correct date code upside-down; Cooper removed the improperly oriented date code by buffing. The tires were then inadvertently shipped with only the identification of "DOT UPOP"—where "UP" is the identification code for Cooper's Findlay plant and "OP" is the identification of the tire size. The subject tires are Cooper SRM Radial LT 215/85R16, Load Range D.

Cooper supports its application for inconsequential noncompliance with the following:

"The incomplete DOT identification code on each tire does not present a safety-related defect."

"The involved tires are capable of being registered with UPOP. They have a unique DOT identification with would permit Cooper to notify the purchasers of these tires, if properly registered, should they be recalled for other reasons."